

Today's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.

THE Steamship
"NANCHANG,"
Captain Finlayson, will be despatched TO-MORROW, the 8th instant, at Daylight.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th May, 1896. [655]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI, VIA AMOY.
(Taking Cargo and Passengers at through rates for NINGPO, CHEKOO, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZE.)
THE Company's Steamship
"HECTOR,"
Captain Barr, will be despatched as above TO-MORROW, the 8th instant, at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th May, 1896. [784]

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
THE Steamship
"MEMNON,"
Captain Branch, will be despatched on SATURDAY, the 9th instant, at 3 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 7th May, 1896. [769]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"MENMUIR,"
Captain Craig, will be despatched for the above Ports on THURSDAY, the 14th instant, at Daylight.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions throughout the voyage.
A Stewardess and a duly qualified Surgeon are carried.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 7th May, 1896. [785]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Steamship
"RAVENNA,"
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 21st May, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Shahsoor*, leaving that port on the 19th June for London direct.
Suez and Valparaiso, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required to be noted in the bills of Lading, and the Company's Bills of Lading.
For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 7th May, 1896. [431]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship
"KUTSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon of the 15th instant will be landed at Consignees' risk and expense into Godowns at East Point.
No Fire Insurance will be effected by JARDINE, MATHESON & Co., General Managers.
Hongkong, 7th May, 1896. [787]

"GLEN" LINE OF STEAM PACKETS.
FROM MIDDLESBORO, LONDON AND STRAITS.
THE Steamship
"GLENOGLE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M. TO-DAY.
Cargo remaining undelivered after the 14th instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 21st instant, otherwise they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant, at 11 A.M.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, 7th May, 1896. [766]

Intimations.
DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 3rd May, 1896. [427]

A. S. WATSON & CO., LIMITED.
ESTABLISHED A.D. 1841.

WINE AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LIST.
with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINE and SPIRITS to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 10th January, 1896.

THE HONGKONG TELEGRAPH
HONGKONG, THURSDAY, MAY 7, 1896.

NOTES AND COMMENTS.

Whether the Police Magistrate has acted of his own motion or whether he has been influenced by any suggestions from higher quarters we do not know and do not care to inquire, but we are unfeignedly glad to note that he has reheard the case against the Captain and Doctor of the *Hohenzollern* and has acquitted the latter of any intention to photograph the batteries on Stonecutters, and has reduced the sentences passed on both, in respect of the offence undoubtedly committed by landing on that island, from three months' imprisonment with hard labour to a fine of \$100 each. We congratulate the gallant Acting Magistrate on his good sense in making the alteration. It must be as evident to him now as it was to us immediately on perusal of the full reports of the case that these German gentlemen landed on the beach below the Batteries in complete ignorance of the prohibition, and that they were absolutely innocent of any intention to photograph the defences, and that if he had followed the naval rule recommended by Captain MARKHAM and not passed sentence for twenty-four hours he would not have inflicted a sentence so far beyond the requirement of the case and would not have had to withdraw from the position originally taken up. Even a strategic retreat is a retreat, and is better avoided. There is no better fellow in the service than the gallant Commander and no more honest, energetic, and zealous public servant, but he comes from a country and belongs to a race that has a strong inclination on occasions to strike first and enquire afterwards.

We do hope, however, that the Government and the Harbour Master will both of them recognize the necessity for a much more extensive publication of the laws about landing near the forts, and about sketching or photographing. The provisions of the two Ordinances dealing with both branches of the subject should be published with the Harbour Regulations and put on board every ship that comes into the harbour, and masters of ships and steamers should be requested to notify the law to their passengers.

These armed attacks on shops in the Colony are intensely disagreeable and by no means to the credit of the Police or of the Government. There have been four of them within this year, although the year is little better than four months old. The enforcement of the Lights and Pass Regulations will not prevent them or even check them. Men who are bent on plunder and are prepared to take and to risk life in the attempt will no more hesitate to move out in the streets after dark with lanterns than they do now with revolvers. One would be inclined to think that a lantern would be a protection to them and enable them to move about more freely and more boldly. If there is no immediate alarm they can move off freely with their lanterns and their plunder. If an outcry is raised a little earlier than they care for the lanterns are thrown away and they take to their heels in all directions. They will be caught in either case if there are policemen enough where they ought to be. They will not be caught if there are no constables within a mile. There is the rub; there are by no means a sufficient number of police on duty at any time, and certainly not enough Europeans, to make it reasonably certain that marauders will be chased and caught when compelled to take to their heels. With a steadily increasing population there has been a steady diminution of the police force. With a considerable increase in the opportunities the city affords, from its situation, for raids by thieves and bad characters, and in numbers and audacity on the side of the law-breakers, there has been a steady lowering of the morale of the defenders of law and order by the withdrawal from street duty for other work. Where is the patrol that used to parade the Praya from sunset to sunrise? Where are the fixed stations here and there throughout the city, where one or two were always to be found when wanted? It is time there was a complete overhaul of the beats and a redistribution of duties. The proportion of a man per mile of street—only a fraction—is wholly inadequate, and too many men are non-effective for various reasons which will not stand investigation.

REUTERS' MESSAGES.

THE MATABELE RISING.
LONDON, May 5th.
Earl Grey in a communication from Bulawayo says that he considers the back of the revolt is broken and that Bulawayo is now as safe as London.

THE TRANSVAAL.
At the opening of the Volksraad, President Kruger in his speech said that he hoped for the assistance of the assembly in developing the prosperity of the Transvaal, which had been interrupted by the Jameson raid. Foreign relations were friendly; and the Transvaal and the Orange Free State were negotiating for a closer union. The grievances of the Uitlanders were not mentioned.

LOCAL AND GENERAL.

EIGHT cases of plague to-day.
THE total exports of rice from Burma, this season up to 1st April were over 600,000 tons, as against less than 500,000 tons on the same date last year.

A REPORT was made to the Singapore Police on the 30th ult. that a Malay boy, about 12 years of age, had been carried off by an alligator whilst playing on the beach at Pulau Tekong.

WE are in receipt of the programme of the Gymkhana to be held on Saturday at Happy Valley. The events are all largely entered for, and fine sport may confidently be looked forward to.

LATELY, while a procession was proceeding through Hutten Lane, Penang, a terrific flash of lightning struck a coconut tree close by, which burst for about ten minutes, when the heavy rain extinguished the fire.

DURING last year no less than 50 to 60 men of the Perak Sikhs absconded, and only two arrests were made. This is surprising, says the *Perak Pioneer*, considering that at one time service in the Perak Police was most popular amongst the Sikhs.

THERE will be a meeting of the members of the Hongkong Odd Volumes Society to-morrow afternoon at 5.15, when Mr. Granville Sharp will deliver a lecture upon "Imperialism and The British Empire." Commodore Boyes will occupy the chair.

A SHOOTING match between the men of the *Patrol* and the K. T. R. A. Bangkok, on the 5th ult. resulted in a win for the former by 313 points to 286. The Naval Authorities should be pleased with this proof of the high standard of marksmanship prevailing on the gunboat.

MEMORANDA.
TO-MORROW, 8th May.
5.15 p.m.—Lecture, at Odd Volumes Rooms, on "Imperialism and The British Empire," by Mr. Granville Sharp.
SATURDAY, 9th May.
4 p.m.—Gymkhana meeting at the Race-course.

THREE licensed chairs who refused to answer a call because it seemed likely to be disagreeable were this morning fined \$1 each by Commr. Hastings for the offence.

THE Selangor revenue for the year 1895 amounted to \$3,805,211, and the expenditure to \$3,083,386. On the 1st January, 1896, the excess of assets over liabilities amounted to \$3,311,509.

A CURIOUS typographical error recently appeared in a daily paper. In giving an account of an inquest it was stated, "The deceased bore an accidental character, and the jury returned a verdict of excellent death."

THE relatives of a coolie employed in the Taku Sugar Refinery to-day accused a time-keeper at the works of causing his death by striking him. Dr. Atkinson performed a *post mortem* on the body, and found the cause of death to be plague. A finding in accordance was returned. There was no evidence in support of the assault.

THE Italian Minister of Marine recently addressed the following inquiry to all the admirals in the Italian service:—"Is it desirable to continue the construction of ironclads?" The admirals who have thus far replied incline to the abandonment of ironclads and the creation of a fleet of swift and powerfully-armed cruisers.

THE practice of cremation is increasing in France, but increasing very slowly, so far as the general public is concerned. The furnace would often be idle were it not for the remains from the hospitals, which amount to from 2,000 to 2,500 bodies per annum. The apparatus employed is that of MM. Tolson and Fradet, and works by means of gas with a recuperator. Incinerations are accomplished in an hour, or at most an hour and a quarter, and the cost of the combustible never exceeds three francs per operation.

OBJECTIONS, says the *Kobe Herald*, have been raised by the military authorities to the selection of Meiji and Shimonoseki as a special port for foreign trade by Japanese vessels (by virtue of a law enacted by the last Diet). Owing to representations made by the military, investigations with the object of selecting some other port in Kishu were recently undertaken. The result is said to be in favour of Kashi-hakonaki, some three miles to the north-west of Hakata. A party of business men met in Tokyo on the night of the 18th April to confer as to the advisability of constructing a harbour there. They intend to construct a harbour for about thirty steamers of seven or eight thousand tons. The cost is estimated at three million yen.

It would be a great mistake (says a home paper) to picture Menelik II. as a merely brutal negro like the deposed Prempeh. He is an intelligent, energetic man of 54, thoroughly acquainted with the happenings of Europe, and anxious to introduce all the latest resources of civilisation into his country. He has European artillery and rifles, European drill instructors and gunners, and the telegraph and telephone in his camp. A Russian Mission, half religious, half political, visited him not long ago, and the facility with which he learned to speak the Russian tongue has astonished observers. He understands English and Italian, and at his Court has a small army of secretaries and interpreters at work. When the hostilities began he ordered that newspaper correspondents should be permitted to accompany his army unmolested—the more striking a course since the Italian generals forbade any special correspondents to accompany them. Menelik, though absolute monarch, is gentle, kind, and courteous. His consort, Queen Taitou, is a woman of extraordinary ability. She is the second wife of Menelik, he being her third husband. She is remarkably beautiful for an Ethiopian; of clear brown skin, with expressive black eyes. She is exceedingly fond of dress and ornaments, which she selects with great taste. Her robes are in the style of Ethiopia, but she loves to wear silk stockings and European slippers, and squeezes her hands into tight gloves. Her ornaments are usually of gold filigree, which she wears about her neck, arms, and ankles. She drinks champagne with pleasure. She rules her husband, and her keen intelligence and vigorous heart have had their share in the policy of Abyssinia just now.

WE are compelled to hold over our report of the proceedings of the meeting of the Sanitary Board held this afternoon. The following letter, referring to cholera at Singapore, was laid on the table:—

Colonial Secretary's Office,
Hongkong, 4th May.
Sir,—I am directed to forward for the information of the Sanitary Board the enclosed copy of a letter from the Colonial Secretary, Singapore, on the subject of the outbreak of cholera at that port.

On receipt of this communication a telegram was at once despatched to Singapore requesting that the masters of all vessels leaving that port for Hongkong should be instructed that if any suspicious cases of diarrhoea occur during the voyage they should proceed at once to the Quarantine Anchorage and there await the orders of the Health Officer of the port. The Singapore Government has also been requested by letter to keep the Government regularly informed of the progress of abatement of the disease.

I am to enquire whether the Board has any further measures to suggest with a view to preventing the introduction of the disease into this colony.

I have, etc.,
(Sd.) J. H. STEWART LOCKHART,
Colonial Secretary.
To the Secretary of the Sanitary Board.
(Enclosure.)
Colonial Secretary's Office,
Singapore, April 24th.

Sir,—I am directed to forward for your information the enclosed statement of cases of cholera which have occurred in Singapore from the 12th to the 21st inst. The Governor is advised that the disease has not yet assumed an epidemic form.

THE export of gold from the Ulu district during March totalled 2,015 ounces. To this figure Raub contributed 1,110 ounces, Pujom 503 ounces, and Selaming 377 ounces.

THE French second-class cruiser *Cassard* is to be launched at Cherbourg May 17th. The *Cassard* has just made a forced draught, trial trip off Cherbourg. The engines worked up to 5,594 horse power, and a speed of 21 knots per hour was attained.

A COLOURED witness in a Southern court recently stated that he was unable to testify as to a certain occurrence, because he had a "domestic trouble" just about that time. "What was that domestic trouble?" asked the examining attorney. "Well, to tell the truth, boss," said the witness, "I was in the penitentiary for stealing a cow."

THE French Naval Budget for 1897 provides that nine ironclads, two first-class cruisers, one second-class cruiser, four third-class cruisers, five torpedo-boat destroyers, one torpedo gunboat, and six first-class torpedo-boats shall be employed in the active Mediterranean squadron. The reserve Mediterranean squadron is to comprise three ironclads, one first-class cruiser, one cruiser carrying torpedo tubes, two third-class cruisers, two torpedo gun-boats, and two first-class torpedo-boats.

CONSTANTINOPLE is now as much under the control of the Russians as Madagascar is of the French. The most sensible and dignified thing for us to do would be to shut up our Embassy and leave the furniture in charge of an attaché. The imbecility displayed by Dowling Street is phenomenal, and I honestly believe that thousands of Armenian throats have been cut for no other reason than to annoy us, and to proclaim in this way to the world how impotent was our interference. However, it will soon be forgotten, and the Government have managed to persuade people that if they had moved more energetically they would have brought on a European war. This excuse is utter nonsense, for there will be no war in Europe till Russia wants one; she does not want one yet, and therefore, if we had convinced her that we were in earnest, and, if necessary, would act without her, she would have ordered the Sultan to stop the massacres.—*Exchange*.

OWING to the attention which is being devoted to the grievance of the "outlanders" in the Transvaal, those of the other "outlanders" in South Africa appear in danger of being forgotten. To the disabilities under which Indian subjects of the Queen labour in Her Majesty's colonies and possessions in South Africa, a serious addition has lately been made by a notice in the *Natal Government Gazette*. The notice contains the rules for the sale and disposal of sites in the newly proclaimed township of "Moodweni, in Zululand." In this document it is distinctly laid down that only persons of "European birth or descent" shall become purchasers, and that any purchaser of a site who hereafter sells or lets it, or even permits it to be occupied free of rent, by any other persons "except those of European birth and descent," will forfeit the property to the Government. It is to be hoped that Mr. Chamberlain will instruct the Governor of Zululand to withdraw these monstrous regulations, which are aimed directly against the Indian community.

EDUCATION IN JAPAN.
The calendar of the Imperial University of Japan in Tokyo for 1894-95 shows depth and strength in the older faculties and departments and bright promise in those that are newer. In December, 1894, there were 2,468 students in the various colleges of law, medicine, engineering, literature, science, and agriculture. Taking the year 1878 as that in which the previously existing school reached the grade of a European university, we find that 78 graduates in full course (not counting 152 deceased persons) have gone into active life well prepared for varied usefulness. The evident thoroughness of the curricula in the newer departments of science and agriculture, and the happy combination of the theoretical and practical, are striking facts in the higher education as here given. The eighteen pages which set forth the titles and contents of scientific monographs, mostly by native authors and investigators, are also very suggestive. Almost every department of human knowledge, with its appropriate apparatus of books, instruments, laboratories, and observing stations, is organized in this *Tokoku Daigaku* (Imperial University of Japan). To study this modest pamphlet in the perspective of the past quarter of a century, the *Evening Post* adds, is to understand largely the secret of Japan's life and power on the threshold of the year 1896.

NEWS BY THE AUSTRALIAN MAIL.

The Eastern and Australian Co.'s steamship *Alma*, Capt. W. Ellis, from Sydney and ports, arrived in harbour this afternoon. For the subjoined telegrams we are indebted to our Colonial exchanges:—

LONDON, April 13th.
A number of wealthy Egyptians who hold bonds to the extent of fully £1,000,000 justify the action of the Egyptian Calise de la Dette and the representatives of the Government in voting money from the Egyptian Reserve Fund for the expenses of the expedition to the Upper Nile.

They declare that the opposition of the French bondholders, who had summoned the members of the Calise de la Dette and the representatives of the Government before the mixed tribunals, will be ruinous. The hearing of the case has been adjourned for a fortnight.

April 14th.
The Judiciary Committee of the United States Senate has considered the resolution that was carried in the House of Representatives asking for the production of the papers in connection with the Maybrick case. The committee has declined to intervene in the case.

The *Colony Gazette* states that at the recent conference at Venice, between the Emperor William of Germany, and King Humbert of Italy, a basis was agreed to for the renewal of the Triple Alliance. It is reported that the Alliance will be extended to the year 1902.

April 15th.
In connection with the expedition to the Upper Nile the Porte has protested to the Government of Egypt against Mussulmans fighting Mussulmans without the Caliph having been first consulted.

The Khedive has replied that the dervishes are heretics, and that the expedition will not infringe any of the firmans, since its object was the reconquest of Egyptian territory.

PHOTOGRAPHING ON STONECUTTERS ISLAND.

REDUCTION OF SENTENCE.

At the Magistracy this afternoon at 2 o'clock, Mr. H. L. Deany appeared on behalf of Captain Harrassovitz and Doctor Rudolf, of the steamer *Hohenzollern*, who were present in Court, and said:—

Your Worship, I received a letter this morning from the Magistrate's Clerk, from which I understood that, provided further evidence was produced before your Worship as to the date of the arrival of the defendants in the Colony, you would be inclined to re-open this case and reconsider the question of the punishment inflicted the other day. In consequence I withdraw the notice of appeal. Your Worship has full power under section 73 of the *Magistrates Ordinance* to re-open any case within seven days, if further evidence be forthcoming, and any notice of appeal be withdrawn. Now, with your Worship's permission I beg to withdraw the application for leave to appeal. I will call Carl Oldorp, who is a clerk in Messrs. Siemens & Co.'s office, and who will be able to tell you that the first defendant came out in the *Sachsen* as chief officer on the 9th April and left the next day in the *Hohenzollern* for Japan, and returned to take command of that ship. I will also ask him to give the statements contained in the ship's log or articles. He will also be able to speak about the doctor.

Carl Oldorp said:—I am an assistant in Messrs. Siemens & Co. I arrived on the 9th April by the *Sachsen*. I know both defendants. The first defendant was chief officer on the *Sachsen* and the second was doctor. Captain Harrassovitz took command of the *Hohenzollern*, which left for Japan I think on the 10th April. In the articles of the *Hohenzollern* (handed to witness) is entered, under date 10th April: "Name, A. Harrassovitz; residence, Bremen; pay, 334m. per month; born 21.2.52, at Maryskul; officer, Hamburg; Bremen and Lubbeck Insurance Co. On 27th April, 1896, taken command of *Hohenzollern*." Dated Imperial German Consulate 27th April, 1896. Under entry 28th April, "F. M. Rudolf, of Zittau, born 15.12.66, at Crimlitz; doctor, Hamburg Bremen and Lubbeck Insurance Co." That entry is officially sealed by the German Consulate.

His Worship:—On further consideration, and in view of the evidence now given, I have decided to reduce the penalty from three months to a fine of \$100 each, and to discharge the second defendant on the second charge.

ANOTHER RISING IN CANTON.

A JUVENILE ARMY TERRORISING THE CITY.

According to Chinese advisers, the latest attempt to overthrow the Manchus in Canton, and, ultimately, in the Celestial Kingdom, is now being made by a band of boys aged between 13 and 15 years old. A party of these, numbering 430, suddenly rose and declared their intention of taking Canton. They were met by an ex-officer of the Canton garrison, who was on his way from the Tartar City to one of the suburbs, who, seeing that they were all heavily armed, stopped them and asked them where they were going. Instead of answering the band seized him, stripped him of his official robes, and beat him until he begged for mercy. They then released him, minus clothes and sword, and sent him off with a letter informing the authorities that they intended to kill all the Tartars and drive out the Manchu dynasty. On receipt of this letter the Tartar General, thinking this was only a mad freak, sent out forty soldiers to catch them, but in a very short time these returned, minus clothes, arms, and ammunition, sorely bruised as the only result of their mission. One hundred picked soldiers were then sent to quell the disturbance, but they also were unsuccessful, returning in even worse plight than their predecessors. By 5 o'clock last evening the band was said to number 1,500, and to be well armed with Winchester and Remington rifles, besides having two Gatling guns and five 9-pounders. All the shops in the neighbourhood of the West and North gates have closed their doors, and the city gates are closely watched. The headquarters of the band are near these two gates, and bands of the boys are constantly patrolling the streets. There is a feeling amongst the population that it is but the preliminary of what may prove to be the great rising so long expected and so ardently desired by so many hundreds in the city.

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The Khedive has considered the reply of the Khedive, and has acquiesced in his views. It has been arranged that three armed steamers shall proceed to Firket, above Wady Halfa, on the Nile. Firket is about 100 miles above the Great Cataract.

Intimations.

CUSTOMS NOTIFICATION.

I AM informed by Telegraph that the following SANITARY REGULATIONS have been put in force at SHANGHAI from TO-DAY.

H. M. HILLIER,
Commissioner of Customs for
Kowloon and District.

Hongkong, 6th May, 1896.

HARBOUR NOTIFICATION.

No. 1 of 1896.

NOTICE is hereby given that with a view to prevent the importation of Plague into Shanghai, the following Regulations are published at the request of the Taotai, acting upon the recommendation of the Consular Body, and that they will be strictly enforced as soon as the necessary means for so doing have been arranged. The date from which they are to be enforced is their entirety will be notified later, and, pending such notification, which affects all Rules 3, 4 and 7, the remaining rules are in full force and effect.

I.—General Rules: The "Sanitary Regulations for the Port of Shanghai" as published in July, 1874, remain in force, except that Regulation 4 shall read:

"Such vessels shall anchor two miles below the Lower Limit of the Harbour, and all River Police Constables will be placed to keep watch outside the vessels so as to allow no one to go on board or to leave them, pending the Health Officer's decision."

II.—Special Rules supplementing the above so far as vessels from infected ports are concerned.

1.—All vessels arriving at Shanghai from Hongkong or Canton or any other infected port whether having called at intermediate ports or not, shall be medically inspected.

Inspection can only be made during daylight from 6 A.M. to 6 P.M. Vessels arriving after 6 P.M. will be required to remain below the limit named in Rule 2 until inspected.

2.—This inspection shall be carried out two miles below the Lower Harbour Limit as provided for in the Harbour Regulations.

3.—All baggage and cargo considered dangerous by the Inspecting Officer shall be landed on the Pootung shore and disinfected with sulphur vapour.

4.—In case there are no persons suffering from Plague on board the vessel shall be admitted to a quay after the landing of baggage if necessary—as provided for in Rule 3.

5.—In case there are persons suffering from Plague on board, the vessel shall not come nearer to Shanghai than the limit named in the preceding Rule 2 until the instructions of the Inspecting Officer have been carried out and a written certificate to that effect furnished by the Inspecting Officer to the Commanding Officer of such vessel.

6.—Every vessel bound to Shanghai from an infected port, and being detained on account of her draught or for any other reason below the Wousung Inner Bay, shall, if there are any persons suffering from infectious disease on board or if there have been any deaths on board from infectious disease during the voyage, be governed by Article 11 of the Harbour Regulations for "Wousung," as regards her anchorage. In the case of every vessel thus detained, no baggage, cargo, etc., shall be discharged from her and no passenger or other person shall disembark from her until she has been visited by a duly appointed Health Officer, for the time being, of the Port of Shanghai and then only in accordance with such Health Officer's directions. Provided, however, that, in the case of such vessels as carry a duly qualified surgeon, passengers and their baggage may be transferred to steam tenders at Wousung, after all precautions necessary to prevent the spread of contagion by the same have been carried out under the direction of such surgeon, and the fact duly certified by him, in writing, for the information of the Harbour Authorities of the port, but every tender conveying passengers and/or baggage at above must step two miles below the Lower Harbour Limit of Shanghai for inspection by the Health Officer of the port.

7.—A vessel coming to Shanghai from an infected port and detained below Wousung Inner Bay, may, if there is no case of infectious disease on board and if there has not been any case of infectious disease during the voyage, discharge her passengers and their baggage to one or more steam tenders for conveyance to Shanghai; but every such tender shall, as regards inspection, etc.—be governed by the preceding Rule.

A. M. HIBBER.

Harbour Master.

Approved:—
LS. ROCHER,
Commissioner of Customs.
Custom House,
Shanghai, 6th May, 1896.

CHS. J. GAUFF & CO.,
WATCH, JEWELLERS, SILVER-
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CHARTS AND BOOKS.
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ENQUIRE where your FRESH WATER is
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WATER is the cause of much sickness on
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We are the only Water-Boat Company in
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WATER.
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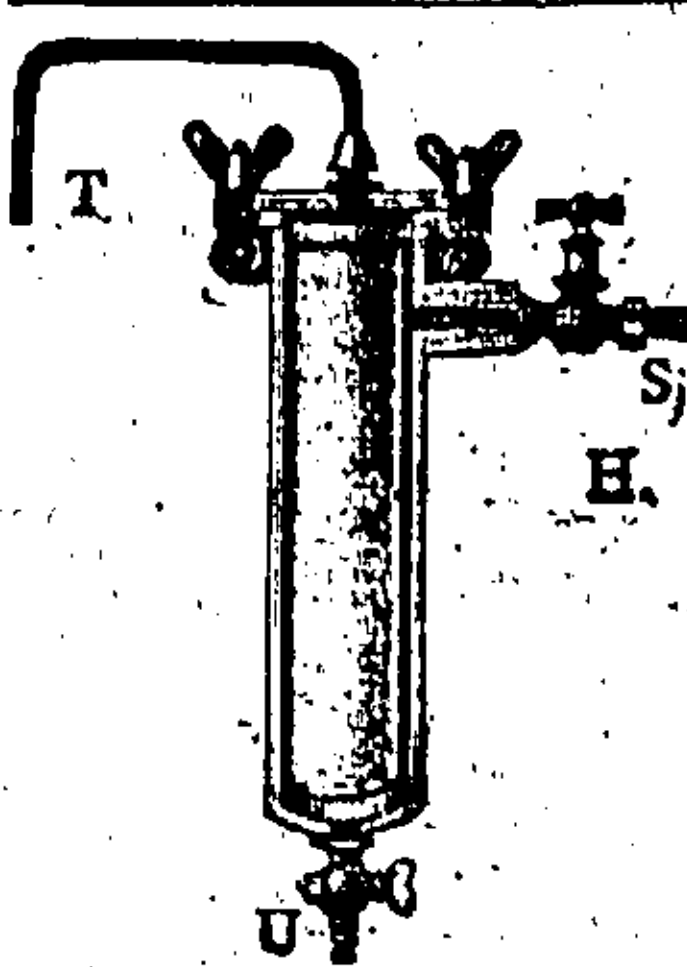
J. W. KEW & Co.,
STEAM WATER-BOAT CO.,
18, PRINCE STREET.
Hongkong, 7th October, 1895.

HONGKONG TIMBER
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OREGON PINE SPARS AND LUMBER
Always on Hand.
L. MALLORY,
Hongkong, 4th June, 1896.

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from much Sickness and Suffering by having all your
Drinking and Cooking Water Filtered through



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"ANTIPYRINE"

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Is the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, INFLUENZA, DENGUE, ERYSIPELAS, WHOOPING COUGH, and many other complaints. It is also the very best ANTISEPTIC. Highly recommended by the Medical Faculty. Ask for DR. KNORR'S ANTIPYRINE! Each Tin bears the Inventor's Signature "Dr. Knorr" in red letters.

"DERMATOL"

Is the best Vulnerary; its effect in stimulating the closing up of Wounds is described as amazing.

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"MIGRAININE"

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Invaluable for MIGRAINE and of the greatest value in treating HEADACHES of definite etiology, in the HEADACHES of INFLUENZA, of NICOTINE and MORPHIA POISONING, and generally where the administration of other remedies have failed.

To be had of every reputable Chemist and Druggist. Supplies constantly on hand at the

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

J. DENIS, HENRY MOUNIE & CO.

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OF EXCEPTIONAL PURITY

AND EXCELLENCE.

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Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"WINGSANG," will be despatched as above on SATURDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 4th May, 1896.

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

THE Company's Steamship

"CO'WRIE," will be despatched as above on SATURDAY, the 9th instant.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 5th May, 1896.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON," will be despatched as above on SATURDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th May, 1896.

"BEN" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"BERNALDER," will be despatched as above on or about the 25th instant.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th May, 1896.

JAVA, CHINA LINE OF STEAMERS.

UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.

(Subject to Alterations.)

JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.

S.S. Federation ... To JAVA ... May.

S.S. Germania ... To JAVA ... June.

S.S. Carthus ... To JAVA ... July.

S.S. Germania ... To JAPAN ... May.

S.S. Carthus ... To JAPAN ... June.

S.S. Federation ... To JAPAN ... July.

General Agents for China & Japan, LAUTS, WEGENER & Co., Hongkong, 5th May, 1896.

Shipping.

STRAMERS.

"SHIRE" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"RADNORSHIRE," will be despatched for the above Port TO-MORROW, the 8th instant, at Noon.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 7th May, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSEN.

THE Steamship

"KWEIYANG," will be despatched on MONDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th May, 1896.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Steamship

"HUPEH," will be despatched on MONDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th May, 1896.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"ONSANG," will be despatched as above on MONDAY, the 11th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st May, 1896.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"VINDOBONA," will be despatched for the above places on TUESDAY, the 12th instant.

For Freight or Passage, apply to SANDER & Co., Agents.

Hongkong, 6th May, 1896.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE 100 A. L. British Ship

"QUEEN ELIZABETH," will leave here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co., Agents.

Hongkong, 18th February, 1896.

FOR NEW YORK.

THE 3 1/2 L.L. American Ship

"TAM OSHANTER," will leave here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 20th May, 1896.

FOR NEW YORK.

THE 3 1/2 L.L. American Ship

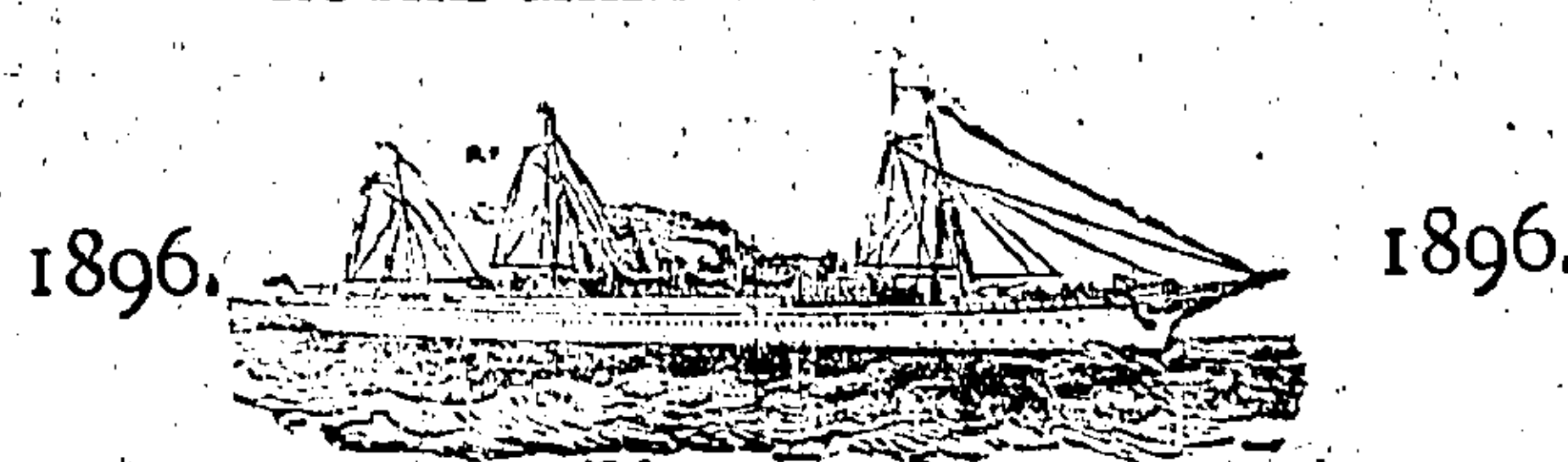
"LUCKE," will leave here for the above Port, and will have quick despatch.

For Freight, apply to CARLOWITZ & Co., Agents.

Hongkong, 20th May, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 20th May.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 10th June.
EMPRESS OF INDIA...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 1st July.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Paddis Street.

Hongkong, 29th April, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Wednesday, 13th May, at Noon.

Gaule (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Saturday, 20th May, at Noon.

Doris (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Tuesday, 16th June, at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 13th May, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE STREET.

J. S. VAN BUREN, Agent.
Hongkong, 30th April, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 1st May, at Noon.

City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Sunday, 7th June, at Daylight.

China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) ... Thursday, 25th June, at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 1st May, 1896, at Noon, taking Passengers, and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, en payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in sealed envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE STREET.

J. S. VAN BUREN, Agent.
Hongkong, 4th May, 1896.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRIMA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT. DANKLER'S PATENT MOTOR LAUNCHES.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 4th May, 1896.

Mails.

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)

Aslow..... Friday..... 15th May.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ASLOW," will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on FRIDAY, the 15th May.